CLOSE OF THE OLD COUNCIL

Extension of the Street-Railroad Franchise Takes an Unexpected Turn.

President Shaffer Sends a Request to Council to Have the Ordinance Withdrawn-He Will Rest on the Old Charter.

But a Special Committee Thereon Is Allowed to Submit Its Adverse Report.

The Company Granted the Privilege of Using Electricity Under Its Present Franchise-Excellent Financial Showing.

Every member of the Common Council was in his seat last night when, at 7:45 o'clock, Mayor Denny called them to order for the last time. The roll had hardly been called when Councilman Hicklin moved a suspension of the rules in order to take up the question of extending the street-railroad franchise. Before the report of the special committee thereon was presented Councilman Thalman read the following letter:

Isaac Thalman, Esq., City: Dear Sir-On Monday evening, Dec. 2, you were kind enough to introduce to the Common Council an ordinance amending the Citizens' Council an ordinance amending the Citizens' street-railroad franchise, or contract, with the city, and granting to the said company certain privileges and rights on condition that it would perform certain obligations named in the ordinance. The proposition has not been received with favor by the public press, and as I learn from you that your committee is also averse to reporting favorably on the same, will you be kind enough to withdraw the proposition, and make no report upon the same? It is the earnest desire of the Citizens' company to give to the city the best service it can possibly afford. It would gladly bear its portion of the street improvements and expend any requisite amount of money to provide for rapid transit for its citizens, but it cannot afford to do this under the terms of the present franchise. As far as this company is concerned, it is willing to continue operating its cars under its present system until operating its cars under its present system until its franchise may expire. Thanking you for the courtesies extended me, I am,

J. C. SHAFFER. Very truly yours, In order to get the matter out of the hands of the present Council Councilman Cummings moved to give the special committee further time, but this method of disposing of it was not generally approved. Councilman Swain thought that Mr. Shaffer could not, by a letter, strike the ordinance from the files. Councilman Thalman held that the request should be granted as a matter of courtesy, for the company's proposition is strictly a business one. The present Council has rejected it, however, and this would leave it for the incoming and this would leave it for the incoming the leave of revenue over the feature of the leave of revenue over the feature of the leave of revenue over the feature of the leave of revenue over the feature over the feature of the leave of revenue over the feature over the feature of the leave of revenue over the feature over the fe body. Councilman Darnell moved that the report of the committee be read, which, on motion of Councilman Cummings, was received and adopted. The report read as

Your special committee, with the city at-No. 60, 1889, amendatory of and supplemental to the general street-railway ordinance, report that we have carefully considered said ordinance, and have listened to statements from the street-railway officials and from citizens, and we find that said ordinance is imperfect and incomplete, and by it public interests are not protected as they should be.

First -It proposes to give the right for thirty-five years to use animal, electric or cable power, or the Judson motor or any other power, except steam, that it desires to use on the streets of the steam, that it desires to use on the streets of the city, and this covers all of the streets of the city now laid out or that shall hereafter be laid out during said thirty-five years; but it provides that the company may use "any or all of such methods, and change from time to time from one to the other as public travel may justify or require." other as public travel may justify or require."
This does not guarantee rapid transit, but permits the company to use any kind of power it may see fit, including animal.

Second--It provides that said company shall have in operation fifteen (15) miles of electric track, which means seven (7) miles of double track, within one year from the passage of the ordinance. Under the terms of the ordinance this is all that need be laid for thirty-five years, and this track may be laid to Crown Hill, Bright-

wood or Irvington.

Third—Under the provisions of said ordinance said company can never be required to pay for any street improvement. All that can be required of said Company is to lay eight (8) feet of cobble stone for each single track and sixteen (16) feet for each double track where the balance of the street is paved. Furthermore, said ordinance specifically provides that even this can never be required a second time on any one street. The result would be that on a street that is builded with granite or asphalt there would be sixteen feet of cobble stone in the center of the street where there is a double track and eight feet where there is a single track.

feet where there is a single track.

Fourth—There is no provision whatever in the ordinance for a transfer system. The present charter does not provide for it; it provides that after 11:30 P. M. the company may charge 25 cents for each passenger. In this we believe the ordinance is tatally defective. It is but a reasonable provision that a company that has a practical monopoly of all the streets of the city and operates all the street-railway lines that are operated in the city should be required to give one transfer to each passenger. To business men who go to the center of the city this provision is not of very great importance; but to the very large class of laboring men who go from one extreme of the city to the other the transfer system treme of the city to the other the transfer system is absolutely indispensable.

Fifth—The ordinance provides for an annual

tax of \$25 on each car that is operated by said company. We are decidedly opposed to this provision. In the first place, the total revenue derived therefrom would be of no moment to the city; in the second place, the tendency would be to lessen the number of cars run; besides, if this amount is now fair to the company, in twenty years from now it would be very unfair to the city. The rapid growth of the city will constantly render a franchise more valuable, and therefore the only fair way to both the city and the company will be to exact a certain per cent. of the gross receipts, and not impose a tax upon cars. Therefore your committee recommend that said ordinance be not passed. We recommend that when an ordinance is passed it shall contain, substantially, the following pro-

First-That the company shall pay for or improve the street for a width of nine (9) feet for a single track and eighteen (18) feet for a double track with the same kind of improvement as is laid on the balance of the street, and to make this improvement as often as the balance of the street is improved. A provision might be added allowing the company to use bowlders between the rails of each separate track where animal power is used, but not between the separate tracks nor on the outside of the same. Second-Provide for a transfer system.

Third—Exact a certain per cent. of the gross receipts, and not provide for a tax upon cars.

Fourth—If the charter term is extended then provide that these requirements shall go into

Recently, however, Judge Taylor, of the Su-perior Court, has decided that there is no law in this State providing for the formation of either cable or electric street railroad companies to build or operate either cable or electric roads upon the streets of the cities in this State. The case involving this question will shortly be in the Supreme Court, and will probably be speedily decided, and until this question is decided by the Supreme Court we think that no electric or cable franchise should be granted.

The original ordinance was then placed upon its second reading in order to lay it open to amendment. Mayor Denny offered an amendment which, in effect, would give the company the right to use animal or electric power for the balance of its unexpired charter. Several other changes followed, among which was one by Council-man Swain, providing that all poles be placed in the center of the streets. Councilman Gasper offered an amendment that the city should be indemnified for all damages resulting from the operation of the road, and Councilman Hickitn likewise wanted a provision inserted that would compel a commencement of work within ninety days after passage of the ordinance, and a construction of at least five miles of electric road during 1890. All of the amendments were passed. The original ordinance was then taken up, Councilmen Pearson, Thalman, Stuckmeyer and others opposing a hasty disposition of it because of its incomplete construction. It was passed by the following vote: Yeas—Councilmen Coy, Darnell, Dunn, Elliott, Finch, Gasper, Hicklin, Johnston, Markey, Mc-Clelland, O'Conpor, Smite, Swain, Trusler, Wilson-15. Navs-Councilmen Burns, Cummings. Davis, Gaul. Kelly, Long. Parkinson, Pearson. Stuckmeyer, Thalman-10.

A Financial Showing.

The report of the finance committee was presented by its chairman, Isaac Thaiman, The bonded debt of the city is \$1,405,500, and Belt railroad bonds, loaned Belt Railroad Com-

follows: Our official work together has now ended. I desire to say a few words before declaring the Council adjourned. At the expiration of my present term I will have served the city in an official capacity for eight years—four as city at-torney and four as Mayor. Only three of you pany, \$500,000, and on the Belt railroad bonds the city holds \$500,000 of the company's bonds gentlemen now serving as councilmen were as collateral security. These bonds are deposited members eight years ago, and not one of the present Board of Aldermen was then a member the county treasurer holds the key. On the bonds of that body. By reason of these frequent changes in the membership of the city legislar be, and in running trains over the portion length of ladies.

The Evansville & Richmond road has members of the constructed in such haste that the work has not been as well done as it should be, and in running trains over the portion length of ladies.

ny pays the interest semi-annually. The annual interest on the city's bonded debt of \$1,405,500 will be for the coming two years \$97,568.50. Your committee the past year refunded \$155,000 of the old bonds that matured at 4 per cent. per annum, making a saving in interest of \$3,100 per annum. The balance of the bonds will fall due ture I have been associated with a large number of my fellow-citizens of Indianapolis in the conduct of the city's affairs. I am glad to be able to say, at the end of my official service, that I bear no ill will towards any one with whom I have thus served. Sometimes we have not been able thus served. Sometimes we have not been able to agree on public questions, and in the heat of debate angry words have occasionally been spoken; but so far as I have had any part in these controversies they are all swallowed up and forgotten in the many pleasant memories that cluster around our past associations together.

My interest in the city's welfare will not cease when my term of office ends. Its success will in from two to seven years; they cannot be funded to the advantage of the city before they mature, as the holders will not surrender a 7 3-10 interest-bearing bond for a 4 per cent. until they are due unless a premium is paid to equal the differences. The following is a statement of the bonded debt of the city as it will stand Jan. 1, 1890, including Belt railroad bonds:

My interest in the city's welfare will not cease when my term of office ends. Its success will continue to be my hope and pride. I have lived in Indianapolis since a boy, and expect to make it my home during the remainder of my life. It will be my greatest pleasure to see our successors build up and bring it to the front rank among the large, rich and attractive cities of the country. To this end it will, at all times, be my pleasure to do everything I can to aid those who take our places.

I am sure I fully appreciate the honors conferred upon me by the people of this city, and will never forget the gratitude I owe them; but, with a full sense of the dignity of the office of Mayor, which I havefilled to the best of my ability for two terms, I will be glad, when, in a few days, I can surrender its labors and I sponsibilities to the worthy gentleman who has been ities to the worthy gentleman who has been chosen to assume them. I thank you all, individually and collectively, for the respect, forbearance and uniform kindness you have always shown me, both in and out of this chamber. And now, in severing our official relations, by declaring the Common Council of 1888-89 finally adjourned. I wish you and all the other officials with whom I have been associated in the years past, abundant success and happiness. This speech was loudly applauded, after which the Council adjourned.

Face of Bonds

No. of Bonds

Rate of Interest

A PARTIE OF THE PARTIE OF THE

The following is a statement of the increase of

In 1890, from all sources...... 627,175

Of temporary loans we will pay off \$75,000 Dec. 31, leaving outstanding warrants due April 10, 1890, for \$25,000, and three warrants of

\$100 each, issued in 1886 that have never been presented and which bear no interest after maturity, making in all a total of \$25,300. The

city has paid the following extraordinary ex-penditures within the past few years in bonded debt, Pattison loss and permanent improve-

linson fund...... \$35,000

.........

Total.....\$205,000

The Barrett street-improvement bill will also be a great help to enable the city to improve the streets in a liberal and substantial manner. We believe it to be a good law, if it is sound and its purposes can be legally carried out. We recommend that the city attorney be directed to make a test case before the courts as soon as possible,

and before any expensive street-improvement contracts are let under it, as if it should not be sustained by the courts it might financially cripple the city. The city yet owns, of the Tomlinson estate, property on Illinois street valued at \$10,000, and some on Ohio street valued at \$7,-

The General Calendar.

Mayor Denny reported fines and fees amounting to \$454.15 as having been col

lected in his court during November. The city civil enginer reported that he had made specifications for a foot-bridge through the Union Station, and submitted them to the civil engineerr of the Union Railway Com-

pany. Councilman Thalman offered a reso-

lution authorizing a temporary loan of \$25,000, dated Jan. 1, 1890, and running 100 days, which was adopted. He also offered

ated when he reported that in 1888, while

Chief Webster was in control, the total loss from fires was \$749,399.89, while in 1889, under Chief Daugherty, the loss only reached \$152,298.03, making a decrease of \$597,101.86 during a Republican administration.

Councilman Trusler, chairman of the

light committee, reported that during 1887 the appropriation for lighting was \$74,-285.94; in 1888, \$63,369.15; in 1889, \$48,674.77. The reduction for 1889, on 1887, was \$25,-

611.17, which shows that the city is to-day

paying less for its lights, with increased

numbers, than in any past year. Councilman Cummings introduced a

resolution providing, among other

things, that hereafter any street-car com-

pany using electric motors on its lines shall

be compelled to adopt all improved sys-

tems as soon as they are proved practicable, and that the regular fare shall be reduced

to 25 cents for six trips, coupon tickets to

be used. The matter was referred to the

city attorney. An ordinance providing for paving, with asphalt, Alabama street, from

Washington street to Fort Wayne avenue,

was read the first time. The Indianapolis
Light Infantry has been occupying Tomlinson Hall as an armory, and, it is claimed,
still owes \$150 on a gas bill. Councilman
Peaeson moved that the janitor of the hall
be instructed to refuse further admission

to the company until this bill is paid, but,

on motion of Councilman Swain, the matter

was referred to the city attorney, with

Conneilman O'Conner offered a motion expressing, on the part of the Council, sin-

cere commendation of Mayor Denny's serv-

ices during the past two years, which was unanimously adopted, by a rising vote. Similar expressions of thanks to City Attorney Taylor, City Clerk Bowlus and the representatives of the press were adopted. Deputy City Attorney Smith's bill for \$100, for collecting the additional liquor licenses since the decision of the lower court.

since the decision of the lower courts. was

approved. When Councilman Trusler's name was called in the roll for miscellane-

ous business he very briefly thanked the

members for the courteous treatment he

had received at their hands, and

expressed his wishes for the success of the incoming body. Anumber of ordinances were read a second and third times and passed, among which was one providing

for paving Pennsylvania street with

asphalt from Seventh street to Tenth, and Washington street from Alabama to Noble.

An ordinance to provide for paving Willow street with brick was stricken from the

The Mayor's Parting Speech.

cil adjourned, took the floor and spoke as

Mayor Denny, before declaring the Coun-

power to act.

All sealed proposals were left un-

in the city clerk's hands,

given to his successor.

Tomlinson Hall, over and above Tom-

Market-house....

er rate of taxation.

AFFAIRS OF THE RAILWAYS.

Trying to Shut Out the Wabash. CHICAGO, Dec. 16 .- The Wabash Railway Company began suit in the Circuit Court this afternoon against the Chicago & Western Indiana or Belt Line Company. The Wabash people say in a very voluminous bill that the defendants have given them notice that in the future they must refrain from using the tracks between Hammond, Ind., and Auburn Junction, belonging to the Belt line. This, the bill says, will cut off the route of the Wabash line to Detroit and greatly injure that company's business. The complainants allege that a conspiracy has been formed between the West-ern Indiana and the Chicago & Eastern Illinois, Grand Trunk and other companies which use the Belt line's track against the Wabash. The bill asks for an injunction restraining the defendants from taking any steps toward preventing the complainants from using the tracks. The main contention of the The following is a statement of the increase of revenue for the coming year over that of the three preceding years. For the coming year we will have on the tax duplicate of 1889, \$53,204,660, which, at a 90-cent levy, yields \$478,481.94. The miscellaneous receipts, including saloon tax, will increase this by \$140,000. The poll tax for 20,782 polls will be \$5,000, and there will be due from R. R. Shiel, for real estate, \$3,334; making a total of \$627,175.94. In this we do not figure for the delinquent taxes due, as the delinquency for 1890 will be about an offset. The following shows the increase of revenue over three years past: Western Indiana people is on a clause in the contract which prohibits any of the lessees from using the tracks to give other roads an ingress to Chicago. The Western Indiana claims that when the contract was made, in 1879, it only contem-plated an entrance into Chicago from St. Louis, and, in seeking a connection for its Detroit division, it is practically violating the clause in the contract which prohibits entrance to a new and competing line.

Personal, Local and General Notes. It is stated that the Wagner Palace-car Company is to establish a plant at Duluth of about the same capacity as that at Detroit, Mich.

M. E. Ingalls, president of the Big Four, and J. N. McCullough, first vice-president of the Pennsylvania Company, are to be in the city to-morrow. The gross earnings of 152 roads for No-

vember were \$37,981,600, an increase over the corresponding month last year of \$4,-074,840, or 12 per cent. James Brown, who was roadmaster of the New York Central for thirty years, died last week, aged eighty-three years. Mr.

Brown was retired in 1883 on full pay. Passenger men who have examined the new form of round-trip ticket invented by L. D. Heusner, of the Michigan Central road, pronounce it the best yet designed. John B. Carson, vice-president of the Louisville, New Albany & Chicago road, is in New York, and to a reporter of the New York Press gave a rosy view of the situa-

This large sum in addition to the regular running expenses of the city has been paid on a 90-cent levy, without running the city in debt, except the \$25,000 temporary loan, which can be paid when due in April. This can be paid along with the running expenses from January to that date. That fact convinces your committee that with the increased assessment in values, as shown by the tax duplicate for 1889 and due Jan. 1, 1890, the 90-cent levy is ample to meet all necessary requirements of the city, and that no effort should be made to legislate for a higher rate of taxation. N. K. Potter, late train-distatcher on the Fort Wayne, Louisville & Cincinnati road, has accepted a similar position on the Northern Pacific, with headquarters at Missoula, Mont.

A meeting of the Chicago and Ohio River Association has been called in this city for to-morrow. Competitors of Louisville, New Albany & Chicago allege that the latter is again manipulating rates.

W. W. Worthington, late general manager of the Fort Wayne, Cincinnati & Louis-ville road, has sued the company for \$37,000 back salary due him for service on the Whitewater Valley road. The Big Four people yesterday com-

menced using four and a half miles more of double track west from Cincinnati, which now gives them sixteen miles of double track out of Cincinnati. The Pennsylvania Company is adding coal and coke cars to its freight equipment

now at the rate of fifty a day, and is handling 30,000 tons of coke daily in addition to its other immense traffic. The Gosport branch of the Indianapolis & Vincennes road was completed yester-day, with the exception of the bridge over

White river, work on which has been delayed somewhat by an accident. Box-cars are so scarce on some of the Western roads that the companies are tak-ing ordinary flat-cars and inclosing them for the transportation of grain. They are covered with a heavy tarpaulin.

an ordinance appropriating \$62,394.25 to pay the interest on all bonds maturing Jan. 1, 1890, which was placed upon its second and third reading and passed. T. A. Phillips, who was last week ap-Councilman Trusler, chairman of the fire Florida Central & Peninsular roatl, was committee, reported that during 1888 the appropriations for the department amounted to for some years superintendent on the New York, Pennsylvania & Ohio road. \$82,334.05, while for 1889 they were only \$78,592.98. Considerable surprise was cre-It is said that there has never before been

a reorganization scheme of a great railroad property which met with the success that is attending the plan for the reorganization of the Atchison, Topeka & Santa Fe. Two of the big freight engines which the

Big Four is receiving will, this week, be put in service between Indianapolis and Galion. It is expected that these engines will haul forty-five loaded cars between Brightwood and Union. The Baltimore & Ohio has established a great distributing station at Berlin, seventy miles west of Camden. Five hundred acres of ground have been purchased. This

ground is to be covered with tracks and a large transfer-house erected thereon. Traffic over the branches of the Big Four system, such as the Aurora, the Columbus and the Rushville branches, is showing better earnings this year than in any for-

mer year. On the Aurora branch fifty to sixty loaded cars are handled daily. The Lake Shore road is not the only road in the West which has a handsome sum of money loaned or in its treasury. The Chicago. Burlington & Quincy on the first of this month had \$4,000,000 in its treasury, besides the proceeds of its \$3,000,000 bond

Said a traffic manager last night: "I take but little stock in this cry that the Monon is cutting rates. It is their fine trains which are drawing, and the other roads have got to furnish equally as good trains if they expect to hold the L., N. A. & C. down.'

The ticket scalpers seemingly have a spite against the Pennsylvania lines, and have been gathering up mileage tickets of these lines, paying face value for them and turning them over to competitors as evidence that the Pennsylvania is dealing with The statement telegraphed from San

cars to the Pacific coast are to be taken off, is denied officially. Ninety per cent, of the travel between Chicago, St. Louis and Kansas City to the Pacific coast is carried on these cars Nobody seems as yet to have gathered in the Chicago & Eastern Illinois. The fact that the road has ceased publishing its net

Francisco to the effect that all tourists'

earnings, coupled with the misinformation as regards the sale of the road to the Big Four, has given the Chicago & Eastern Illinois a set-back. The Toledo, St. Louis & Kansas City

road is not proving so much of a compet-itor of the Wabash as had been supposed it would. The Wabash goes on in the even tenor of its way, and is carrying more pas-senger and freight business than at any time in its history. Yesterday the Pennsylvania Company commenced receiving seventy-five cars of

1,000 car-loads of grain to turn over to them standing at St. Louis and on side-tracks between St. Louis and Indianapolis. The Evansville & Richmond road has

grain a day to be forwarded East from the

Vandalia, which yesterday morning had

already opened a good deal of trouble is experienced by the caving in of embank-ments, temporarily blockading the track. In the month of November 9,435 car-loads of wheat were delivered at Duluth. In the

three months ending Nov. 30 the roads brought into Duluth 10,900,000 bushels of

The work of converting the Rio Grande & Western into a standard gauge road will soon be completed, and this road will become an important link of a new transcontinental line which the Misseuri Pacific and the Chicago & Rock Island can use to advantage in their transcontinental traffic.

A transfer company has been organized in Chicago, with a capital of \$2,000,000. The company proposes to transfer freights in less than car-load lots from one railway station to another. The presidents of several of the roads centering in Chicago have expressed themselves as in favor of such an enterprise. The engineers of maintenance of way of

the Northwestern roads are about to organize an association to be known as the North-western Track and Bridge Association. The members will meet once a month, as do the engineers on the Pennsylvania lines, to discuss matters of interest as regards their business.

The executive committee of the Indiana Car-service Association will meet to-morrow to decide on whom to recommend for general manager. The local candidates are: D. T. Bacon, J. B. McNeeley, T. J. Helm and ex-Marshal Manning. An impression prevails that some outside man will be selected.

It is stated that the opponents of the Interstate Railway Association have come to the conclusion that it is a useful organization, and will cease fighting it. Since it was organized rates have been better maintained in the territory it covers than ever before, and the earnings of the roads proportionately better.

A special train, carrying the Vanderbilt party, on Friday last made the run from Ft. Wayne to Toledo, over the Air-line di-vision of the Lake Shore, in two hours and thirty-eight minutes; distance, 136 miles. Extensive repairs have been made to this division the last year, and the Vanderbilt party were desirous of testing its safety for fast running.

The shipments of flour, grain and provisions from Chicago to the seaboard by the lines in the Central Traffic Association, last week, aggregated 66,824 tons, against 47,704 for the week previous, an increase of 19,120 tons, and against 77,125 for the corresponding week last year, a decrease of 10,301 tons. The Vanderbilt lines carried 44.5 per cent. of the business, the Pennsylvania lines 22.3, the Chicago & Grand Trunk 16.3, and the Baltimore & Ohio 16.9.

The meeting called for to-day of the general passenger agents of roads in the Central Traffic Association, at the Bates House, promises to be important in its results. A number of passenger men arrived yester-day, and in the after part of the day held a short conference to agree on certain suggestions as regards rate matters to bring before the meeting to-day. It is expected that Chairman Blanchard will be present.

Opening of the New Bank. The Capital National Bank, at No. 23 South Meridian street, opened for business at 9 o'clock yesterday morning. There was no brass band, but the officers and em-ployes of the bank were as promptly on hand as a time lock, and during the day several directors and stockholders called in and looked around. There were other visitors who came in to wish the new bank success. The num-ber of this new bank is 4,158, this being the number of national banks organized from the beginning of the system. The following gentlemen were behind the counter attending to business: President, M. B. Wilson: cashier, W. D. Ewing: teller, John A. Butler, recently of the Indiana National Bank; book-keeper, Alfred H. Johnson; and messenger, Herbert L. Feibleman. Mr. Wilson, who has heretofore lived at Sullivan, and Mr. Ewing, at Evansville, will hereafter reside in this city. The new bank is a member of the city. The new bank is a member of the Indianapolis Clearing Association.

RED CROSS Cough Drops-all druggists.

SOCIETY NOTICE.

MASONIC-KEYSTONE CHAPTER, NO. 6, R. M. A. M.—Stated meeting in Masonic Temple, this (Tuesday) evening, at 7:30 o'clock. Election of officers and other important business. All members earmestly requested to attend.

W. S. RICH, M. E. H. P. JACOB W. SMITH, Secretary.

DALLER-Carrie-Einatz, wife of Albert Daller, died Sunday morning, at 4-30. Funeral from residence, 45 Bloomington street, west of the river, Wednesday, Dec. 18, at 1 p. m. Services at residence. Friends invited.

TOR SALE-A GOOD VIRGINIA FARM. FOR full particulars address Dr. Thor Reams Postoffice, Dinwiddie Co., Va.

FOR SALE.

OR SALE - COPYRIGHT - MONEY IN IT I for a live man who knows how. Call on C. E. REYNOLDS, 10 Circle street. POR SALE—STORE ROOM AND STOCK OF goods at Swanington, Ind., at crossing of the Big Four and C. & I. C. R. R. Room 20x50 feet, with 12-foot addition, \$900. Stock invoiced and a liberal discount made. This is the only store in town. A residence lot 66x126 will be given to purchaser of the store. Further information given on application. W. F. SWAN & BRO.

FOR SALE—ON SATURDAY, DEC. 21, 1889, AT 11 a. m., in the basement of the Grand Operahouse, this city, I will sell at auction, to the highest bidder, the following personal property, viz.: All the scenery, costumes, and other property of the play known as the "Chaos Flats," now in my possession as Receiver, under order of Court. Terms cash. ROB-ERT J. McKAY, Receiver.

BUSINESS OPPORTUNITY. \$5,000 STOCK GENERAL MERCHAN-dise; want cash and real estate, free from incumbrance. JOHN T. JUDD, St. Joseph, Mich.

FOR RENT. TWO ROOMS, WITH POWER, ON MERIDIAN and South streets. Apply at Bryce's Bakery. BUILDING AND LOAN ASSOCIATION.

THE FRANKLIN BUILDING AND LOAN Association is now issuing shares in the 14th series: First payment Tuesday, Jan. 7, 1890; shares \$200; dues 25c per week; interest and premium deducted each six months. You can take shares and pay dues any time during the day and Tuesday, Fri-day and Saturday evenings at 72 East Market st. M. D. BUTLER, Pres.

THERE WILL BE A MEETING OF THE stockholders of the Indianapolis Building and Loan Association Saturday evening, Dec. 28, at 7:30 o'clock, at 72 East Market st., to consider amend-ments to by-laws. M. D. BUTLER, Pres. W. A. RHODES, Sec. FOR SALE OR TRADE.

LOR SALE OR TRADE-GROCERY-FIRST MONS, 18 Virginia ave.

FOR EXCHANGE. LOR TRADE-GOOD FARM IN NORTHERN Nebraska to trace for stock of dry goods and notions or boots or shoes. For particulars address Lock Box "I," Idana, Kan.

AUCTION SALE. REAT AUCTION AND CLOSING-OUTSALE will commence Wednesday, Dec. 18, at 10

o'clock; 2 and 7, evening. The largest line of household goods; everything new and first class. Finest goods, latest styles; first class in every re-The goods are the stock of Appleby's house-furnishing store, 98 and 100 North Illinois street,

and must positively be sold to the highest bidder without reserve. Terms cash. One very fine library leather-cover illuminated set, retail at \$200. One time leather library chair, retail at \$10.

One fine silk-plush marbleized parlor set, six pieces, retail at \$100. Fine Mohair plush, silk-trimmed set, retails at \$30.15; fine bed lounges, 2 fine brocaded-silk rockers, 3 fine extension tables, retail at \$30 to \$40 each; 20 other exten sion tables, folding chairs, 50 mattresses, lot of bed springs, 75 heating and cooking stoves; 1 fine Garnett heating stove, cost \$40 wholesale; 2 fine mantel mirrors, 1 large pier mirror; 2,000 yards best grades all-wool, and velvet, and three-ply. and other carpets; oil-cloth, matting, Smyrna rugs, goatrugs, sheeprugs, velvetrugs, druggets, fine bedroom set, 3 pieces; 1 marble-top walnut, retail price, \$200; 10 bedroom sets, cheval glass, round glass and others; dressers, wash-stands. 50 odd bedsteads, 4 fine sideboards, 25 hat racks 4 revolving front desks, 2 book-cases combine 20 library book-cases, 20 desks, 3 fine wardrobes 20 library book-cases, 20 desks, 3 fine wardrobes and looking-glasses, 50 rattan and reed rockers, 50 plush and silk seat and back rockers, 400 children's chairs, all kinds; 1,000 cane-seat rockers and chairs, all kinds; 25 marble-top tables, 300 polished top antique oak and others, 300 stands, all kinds; 20 hanging lamps, 100 stand lamps, piano lamps; 25 French china, 12 pieces; chamber sets; 25 American chamber sets, china tea sets, 56 pieces; 500 years fine decorated curs tea sets, 56 pieces; 500 very fine decorated cups and saucers, fruit plates and mush and milk sets, fancy glass dishes, bisque figures, albums, water sets, 200 pairs lace curtains, 20 fancy table cov-ers, 20 stand covers, 50 sets lace bed covers. portieres, 300 very fine pictures, 200 easels, all kinds doll carriages, dolls, rocking-horses, shoofly horses, velocipedes, vases, clocks, 500 fancy dado window shades, 7 feet long, spring rollers. In fact, thousands of things too numerous to

A Proclamation! Dr. I. Guy Lewis, Fulton, Ark., says:—
"A year ago I had bilious fever; Tutt's
Pills were so highly reccommended
that I used them. Never did medicine
have a happier effect. After a practice of a quarter of a century, I proclaim them the best

ANTI-BILIOUS medicine ever used. I always pre-

Cure All Bilious Diseases.

The Voluble Barber Explains How He Was Cured of Rheumatism.

Mr. Coston was seen at the Union Station barber shop, where he is employed, and said: "Last January I was taken with the rheumatism, and suffered along with it until I found I had to do something for it, so I went from one doctor to another until I was about tired out. I listened to the advice of almost everyone that could give me a remedy, and they were a multitude. I think everyone that I talked to had something to recommend. I bought and accumulated a lot of stuff and took medicine until I began to think I was a walking drug store, but none of them seemed to do me any good. When I did get one that I thought was doing me good I would stick to that until I became convinced that it was only benefit for a short time. Then I would quit It and try some other remedy, and so on, until I think I have used all the rheumatic cures on record, and I now have a wash-tub full of old bottles at home, let alone what have been thrown away. No one nor anything I took seemed to do me any good but for a short time only.



"Along about the first of June I had played out my string, and one morning I found that it was for me to just stay in bed. And what troubled me was how long I had to stay there. Every time I attempted to move myself I thought I would die. In fact, no one knows how I suffered but those who have gone through the same mill. I don't know that I hate any living thing bad enough to wish it the same luck I had. I tell you that I suffered almost everything. Well, I lay there for ten weeks in an almost helpless condition, and was about to give up the ghost. But I got up. However, I could do no work, and could only get up town once in a long time. One day I read Gun Wa's advertisement and talked to my friends about it, but as I had taken almost everything I was a little in doubt about trying ft. But the more I read about the wonderful cures the less I was in doubt, so I went to see him. I knew that it cost nothing, and if he could do me any good why it would cost no more to try it than I had paid out in trying other experiments. I found a number of people on the same errand I was, so I waited my turn. He received me kindly, and when my case had been stated he said he could cure me if I would follow his directions. Well, the fact of it was I got the remedies and began taking them, following his directions as closely as I could. You can see for yourself what benefits I have derived from them. I have the utmost faith in them, and firmly believe that they will cure anyone who will take them as I

"I don't mind telling anyone about it, for I do not wish anyone to suffer as I have, and if could find anyone who I thought I could benefit by going in person and telling him about these Chinese Herb and Vegetable Remedies of Gun Wa's I should do so."

Those who kindly send Gun Wa their testimonials of cure will confer a favor by inclosing their picture, as without it their testimonials are useless for advertising purposes.

Gun Wa is a Chinese physician, who can not, under the American laws, practice midicine, so he sells prepared Chinese Vegetable Remedies for various diseases. He has been in Indianapolis several months, during which time he has effected so many remarkable cures that his name will soon be a household word in Indiana. His sout of parlors are in the second story of 25 West Washington street. Every patient will see Gun Wa privately. No charge for consultation, examination or advice.

A friendly chat with Gun Wa costs nothing.

If you cannot call on him, send for his circular on cancer, tapeworm, rheumatism, piles, female weakness, catarrh, or his book on nervous diseases. Cures guaranteed. Office hours—9 to 12 a. m., 1 to 5 and 7 to 9 p. m. Sunday—01 to 12 a. m., and 1 to 4 p. m. In writing always inclose 4 cents in stamps. Call

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